



Maritime Industrial Expansion at Norton Terminal: Shoreline Permit Hearing (SMA-21-001)

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DIRECTOR OF PLANNING

SEPTEMBER 2, 2021



About the Port of Everett



- ✓ The Port District and boundaries formed in 1918; serves nearly 100,000 people
- ✓ Special Purpose District 'economic development'
- ✓ Operate three lines of business; Seaport, Marina, Real Estate
- ✓ Everett's customs district ranks 2nd in the state at \$21 BILLION in exports (including airplanes)
- ✓ Not countywide
- ✓ Supports 40,000 jobs in the region
- ✓ Homeport to Naval Station Everett
- ✓ Governed by three elected commissioners
- ✓ Contributes \$433M in state & local taxes
- ✓ Largest public marina on the West Coast
- ✓ 3rd largest container port in the state

Port of Everett Leadership

- ✓ Governed by three elected commissioners; six-year terms
- ✓ The Port Commission is responsible for setting the policy
- ✓ The Commission hires an Executive Director/CEO to carry out its policies
- ✓ The Port District encompasses most of Everett and portions of Mukilteo and Marysville



**DAVID
SIMPSON**
DISTRICT 1



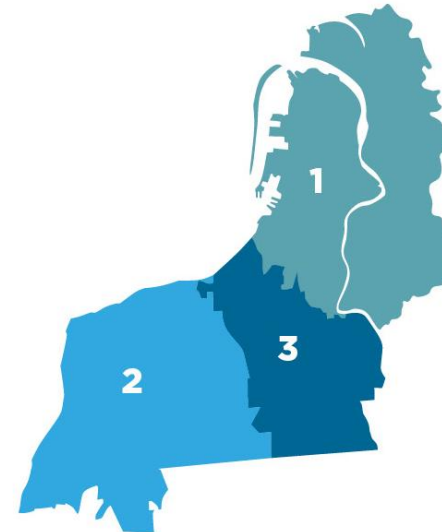
**TOM
STIGER**
DISTRICT 2



**GLEN
BACHMAN**
DISTRICT 3



**LISA
LEFEBBER**
EXECUTIVE DIRECTOR



Strategic Snapshot



WHO WE ARE (Mission)



**Enhancing
maritime commerce,
jobs and a healthy
community**

WHAT WE DO (Core Competencies)



Seaport

Real Estate

**Marina/Marine
Services**

**Environmental
Stewardship**

Public Access

HOW WE DO IT (Focus Areas)



**Financial
Sustainability**

Partnerships

**Community
Engagement**

**Environmental
Stewardship**

WHY WE DO IT



Strong Economy

Competitive Region

National Security

Disaster Resiliency

Strong Environment

Livability

Core Values & Striving For a Strong Operating Environment
(Regulatory, Legislative, and Economic)

Balanced Waterfront

Balances industry and recreation to create a vibrant community where people can live, work, play and thrive



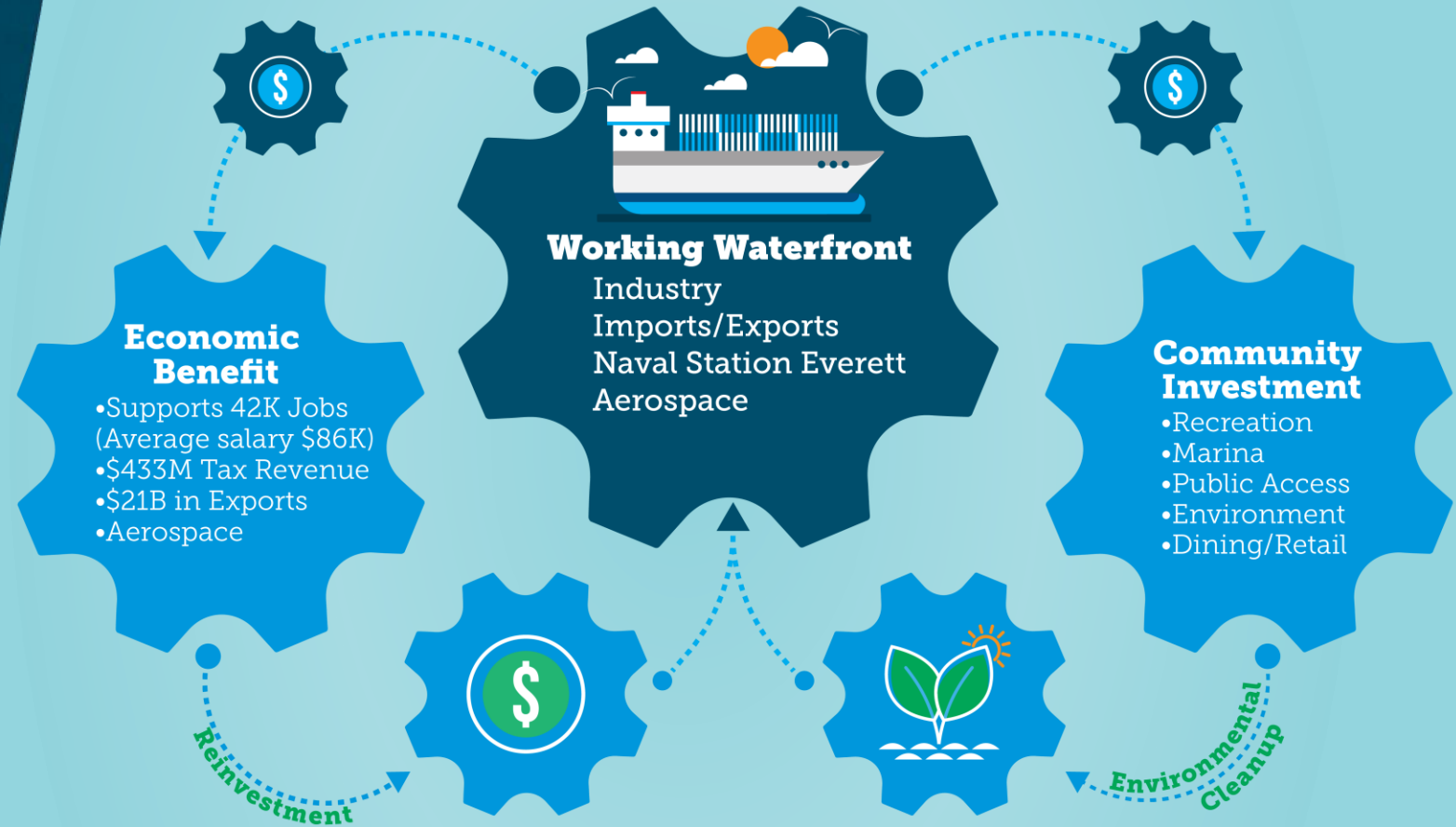
WORKING WATERFRONT

RECREATIONAL WATERFRONT

JETTY ISLAND

Balanced Waterfront

Balances industry and recreation to create a vibrant community where people can live, work, play and thrive



Public Access & Recreation



- ✓ Investing and maintaining more than 1,500 acres (more than 50% of landholdings) of appropriate public access
- ✓ Balance public access and recreation with habitat and environment (i.e. Jetty Island, Union Slough)
- ✓ Working waterfront supports City-wide public access through Port's 2% for public access policy
- ✓ Have invested more than \$26 million in new waterfront public access projects since 2006



Environmental Cleanup & Habitat Restoration



- ✓ Restores healthy land and water from our City's mill town past; Port works in partnership with Ecology and with legacy parties to cleanup sites
- ✓ Puget Sound Initiative (2006) identified 212 acres to be cleaned up, a majority of which all either complete or under cleanup action now
- ✓ Facilitated more than \$33M in cleanup since early 2000s; \$25M at destination waterfront
- ✓ For every \$1 spent on environmental cleanup, \$7 in economic output is generated

A Year of 'PIVOT'

Even amid a global pandemic, the Port of Everett kept freight moving & essential functions operating safely



**Full Operation of Seaport +
Continued Investments**



**Modified Operations at
Destination Waterfront**



**Implemented Hiring Freeze +
No Layoffs**



Supported Our Waterfront Businesses
(Expanded Patios + To Go Marketing, EDGE Grant, Rent Deferral)

Forging Forward

The Port of Everett is at the heart of local & regional economic recovery



Seaport Modernization & Expansion



Growth & Diversification



Integrating Economic Development & Environmental Cleanups



Creating New Job Centers & Workforce Development

Norton Terminal





MILLS to MARITIME
RESTORING JOBS.
STRENGTHENING ECONOMY.

ABOUT MILLS TO MARITIME

The Port of Everett's more than \$100M Mills to Maritime initiative sets out to transform the former Kimberly-Clark mill site into a new maritime hub at the heart of Everett's working waterfront – between two federally secured facilities – the Port of Everett's international seaport and Naval Station Everett. The \$36M Norton Terminal Development & Model Toxics Control Act (MTCA) 3rd Interim Action represents the next phase in this effort. The project realizes the Port's recent \$57M South Terminal investment and enhances the movement of commerce, restores jobs and positions our region for economic recovery and cargo diversification, while achieving environmental stewardship. The work is funded, in part, by a \$17.75 million federal BUILD grant administered through MARAD and a \$7.65 million Washington State Department of Ecology MTCA grant.

This former mill site located in the heart of Everett's working waterfront was home to 90+ years of pulp, paper and saw mill production.



The Port of Everett Commission set strategic direction to acquire the vacant site to bring it back into a job producing use compatible with its location within a federally secure maritime complex.



As a condition of the Port's property acquisition, and in combination with the regulatory agency requirements, site remediation by the former property owner was completed under order by the Department of Ecology. Crews cleaned and decommissioned exposed shoreline pipe and removed more than 250,000 tons of contaminated soil, debris and crushed material.



1920s-2011
MILLS ON THE WATERFRONT



2011
KIMBERLY-CLARK CLOSES

Kimberly-Clark was the last mill operator at the site, which shuttered in 2011; about 700 jobs were lost with the closure.

2016
STRATEGIC DIRECTION



2019
PORT OF EVERETT ACQUISITION

The Port acquired the site and immediately put its plan in motion to bring it back to its highest and best use as a marine cargo terminal that will enhance maritime commerce and restore jobs.

2020
CLEANUP BEGINS



2021-22
A NEW ERA

The Port is installing a site-wide environmental pavement cap under an agreed order with the Department of Ecology - the cap will double as a marine terminal and provide permanent environmental control and state-of-the-art stormwater treatment for the first time in the property's history, protecting the health of the Puget Sound into the future. The site is expected to support 950 jobs and accelerate economic recovery. The terminal will open in fall 2022.

Norton Terminal Development

- ✓ *Property includes tidelands and uplands (over 60 acres)*
- ✓ *Model Toxics Control Act (MTCA) site under Ecology Agreed Order*
- ✓ *Out of productive use since 2012*
- ✓ *Partnership between Port and Washington State Department of Ecology*



History of Norton Terminal Site

Natural State

East shore of East Waterway, home to Federally listed threatened fish species: Bull Trout, Puget Sound Chinook, Puget Sound Steelhead



History and Cleanups

Former home of Kimberly-Clark Worldwide (K-C) Pulp and Paper mill

- ✓ **2012** – K-C closes factory; terminates 700+ jobs
- ✓ **2012** – After an extensive Public process the Everett City Council voted to keep the property in maritime/heavy industrial
- ✓ **2013-2014** – K-C demolishes facility; creates unauthorized solid waste disposal site; undertakes 1st MTCA Interim Action cleanup
- ✓ **2019** – K-C undertakes 2nd MTCA Interim Action; Port purchases majority of K-C property; Port takes over as lead on MTCA cleanups
- ✓ **2020** – As a condition of the Port's purchase and sale agreement for the site, K-C completes 2nd MTCA Interim Action and corrective action to remove crushed material; caps site with clean fill



Public Process & Outreach

Significant public outreach was conducted by the Port on the future use of the site



The Port engaged the community through a multi-faceted outreach program, which including regular communication to and engagement with the public (list not inclusive of all communication efforts):

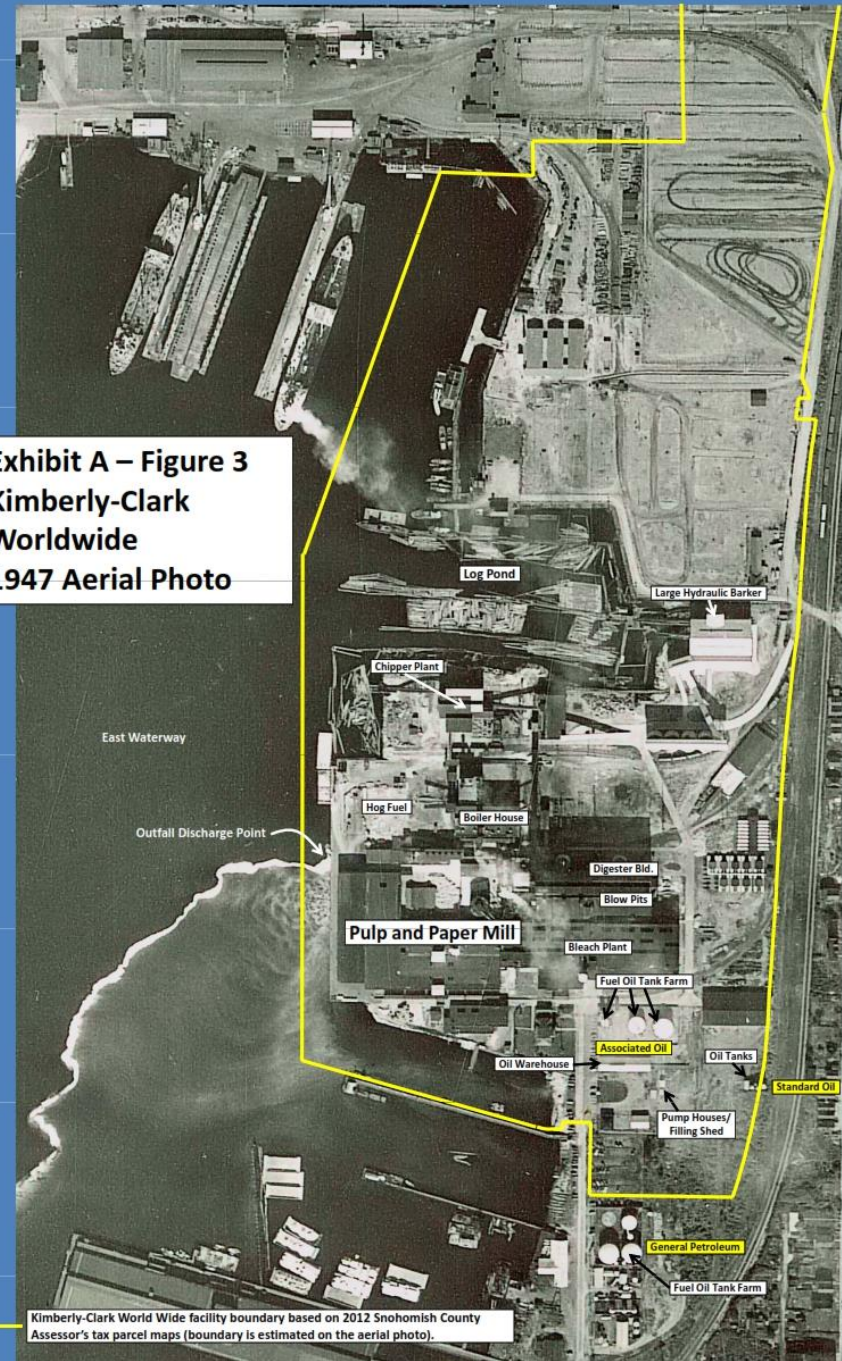
- ✓ **Port Commission Meetings:** Provided updates during regular and special meetings that the public is encouraged to attend
- ✓ **Public Input:** We held a public hearing on the adoption of our marine terminal master plan amendment
- ✓ **Presentations:** Approximately 25+/year; including updates to local government agencies (i.e. City council meetings), neighborhood associations and community groups, and business and industry groups (i.e. rotaries, chambers, etc.)
- ✓ **Publications & Press Releases:** Issued periodic press releases and published articles in the bi-annual Port Side newsletter (mailed to approx. 52,000 Port District households/businesses twice a year), Port Report newspaper insert (published in the local Herald Business Journal)
- ✓ **Port Tours:** Included as a topic of interest during working waterfront community bus and harbor tours
- ✓ **Social Media:** Shared information on social media channels
- ✓ **Regional Media Coverage:** Supported numerous media interviews, resulting in local, regional, and national media coverage in print, digital, TV and radio



Kimberly-Clark Site, Circa 1947



Exhibit A – Figure 3
Kimberly-Clark
Worldwide
1947 Aerial Photo



Kimberly-Clark World Wide facility boundary based on 2012 Snohomish County Assessor's tax parcel maps (boundary is estimated on the aerial photo).

Consistency With Planning & Policy Documents



Port of Everett

- ✓ **Lead Agency for State Environmental Policy Act (SEPA) Review**
(MDNS issued March 2021)
- ✓ **Comprehensive Scheme of Harbor Improvements and Update**
(2018 & 2021)
- ✓ **Capital Improvement Strategic Initiative #2**
(2021) Maritime Industrial Expansion
- ✓ **Marine Terminals Master Plan Addendum** (2020)
- ✓ **Strategic Plan | 2020, Action Items (2019):**
 - Seaport Modernization: Develop a site plan for K-C property; put site back into productive use
 - Environmental Stewardship: Ensure K-C site is healthy and usable for industrial uses

Consistency With Planning & Policy Documents



City of Everett

- ✓ City of Everett's **GMA Comprehensive Plan 2035**
- ✓ City of Everett's **Community Vision 2025** (2005)
- ✓ City of Everett **Shoreline Public Access Plan** (2003 & 2019)
- ✓ City of Everett **Shoreline Master Program** (2019); Urban Deepwater Port Designation

State of Washington

- ✓ **Under Washington State Law (RCW 47.06.140)**, the Port of Everett is designated as a **"Transportation Facility of Statewide Significance"** as it is a marine port facility related to international trade
- ✓ **Shoreline Management Act** (Chapter 90.58 RCW and Title 173 WAC)

Land Use Compatibility

- ✓ Navy
- ✓ Terminal
- ✓ Rail
- ✓ Compatibility Overlay



Project Partners

- ✓ **Washington Department of Ecology**
\$7.65M MTCA Grant for 3rd Interim Action under Agreed Order
- ✓ **US Department of Transportation Maritime Administration**
\$17.75M BUILD Grant for integrated cargo handling and storage yard
- ✓ **FEMA Port Security Grant Program**
\$622,633 for security cameras and fencing



U.S. Department of Transportation
Maritime Administration



FEMA



Integrated Cleanup & Economic Development



MTCA project elements are exempt from permit process under RCW 70A.305.090(1):

A person conducting a remedial action at a facility under a[n]...agreed order ... are exempt from the procedural requirements of chapters ... 90.58 RCW, and the procedural requirements of any laws requiring or authorizing local government permits or approvals for the remedial action. The department shall ensure compliance with the substantive provisions of ... 90.58 RCW, and the substantive provisions of any laws requiring or authorizing local government permits of approvals. (emphasis added)



Integrated Cleanup & Economic Development



GOALS of 3rd MTCA Interim Action (DE 9476)

- ✓ Expedite cleanup of the Site
- ✓ Reduce stormwater infiltration through residual soil contamination and groundwater leaching transport to surface waters
- ✓ Prevent wildlife exposure to residual soils contamination
- ✓ Integrate Port infrastructure improvements and cleanup elements to ensure consistency with future Site use as a marine terminal and long-term protection of human health and environment. Includes subgrade utilities and security fencing.

Integrated Cleanup & Economic Development



MTCA cleanup elements that serve as both environmental protections and support future development, including:

- ✓ Protective cap (pavement and compacted gravel surfaces) serves as surface of new cargo storage yard and future development areas;
- ✓ Installation of subgrade utilities for future development as part of cleanup to avoid future disturbance of MTCA cap;
- ✓ Fill and grading activities serve to protect against sea level rise, reduce surface water infiltration, and support cap installation;
- ✓ Perimeter security fencing replacement to allow for uninterrupted installation of cap;
- ✓ Installation of stormwater collection and treatment system, including replacement of two outfalls.

Current Status Norton Terminal



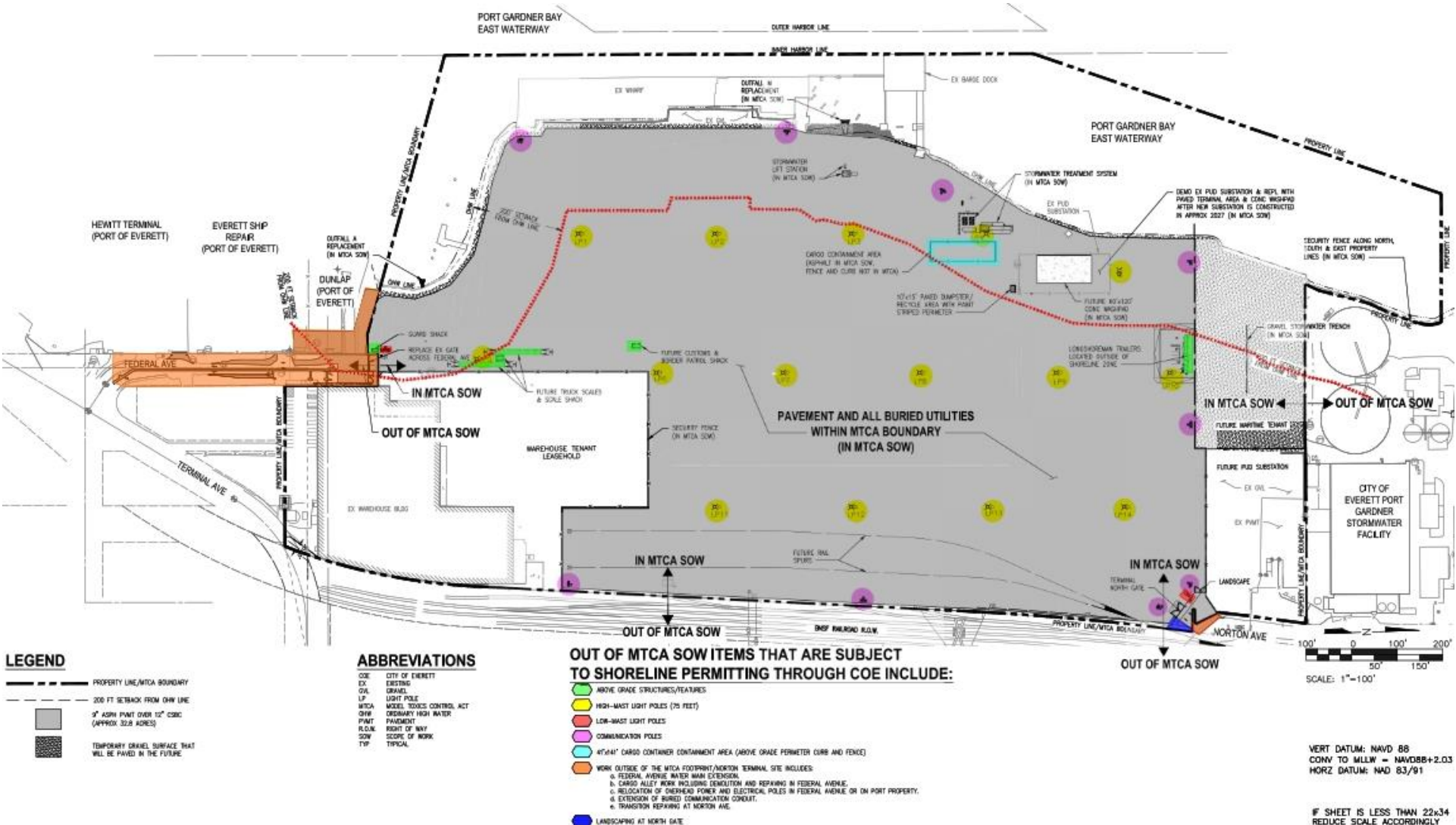
Project Elements Subject to Shoreline Permitting



Redevelopment only partially within Shoreline Jurisdiction

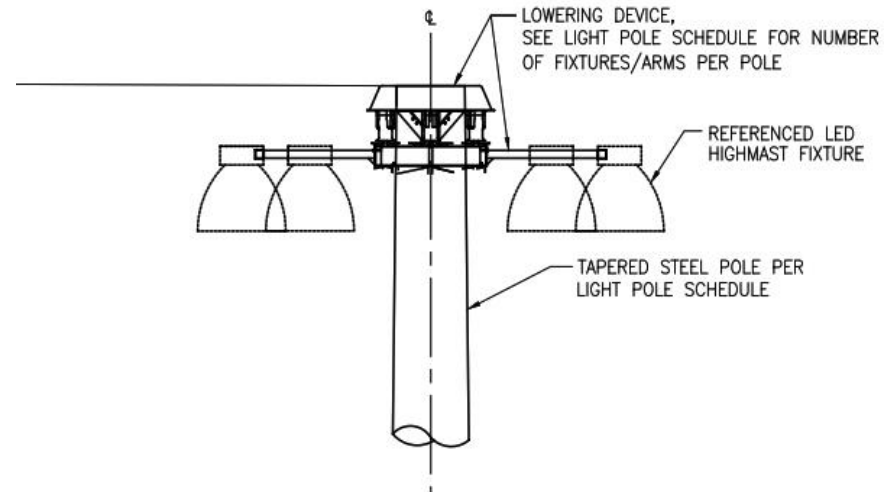
- ✓ Guard shacks
- ✓ Restroom/breakroom trailers
- ✓ High and low mast light poles
- ✓ Landscaping
- ✓ Cargo containment area
- ✓ Security/communications poles
- ✓ Improvements Outside Boundary of MTCA site:
 - Federal Avenue waterline, repaving, relocation of overhead utility lines and poles, buried communications conduit, relocation of access gates
- ✓ Potential future development items:
 - New PUD substation
 - Rail sidings
 - Truck scales
 - Wash pad
 - Signage
 - Customs shack and Radiation Portal Monitor

Project Elements Subject to Shoreline Permitting

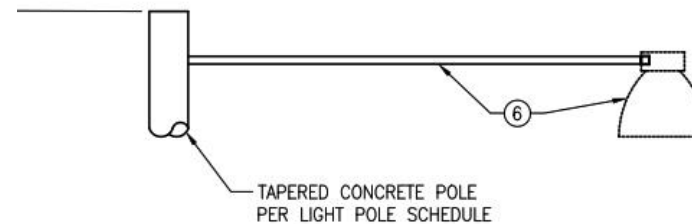


Project Elements Subject to Shoreline Permitting

Light & Communications Poles

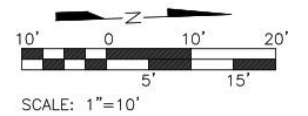


Top of high mast light pole



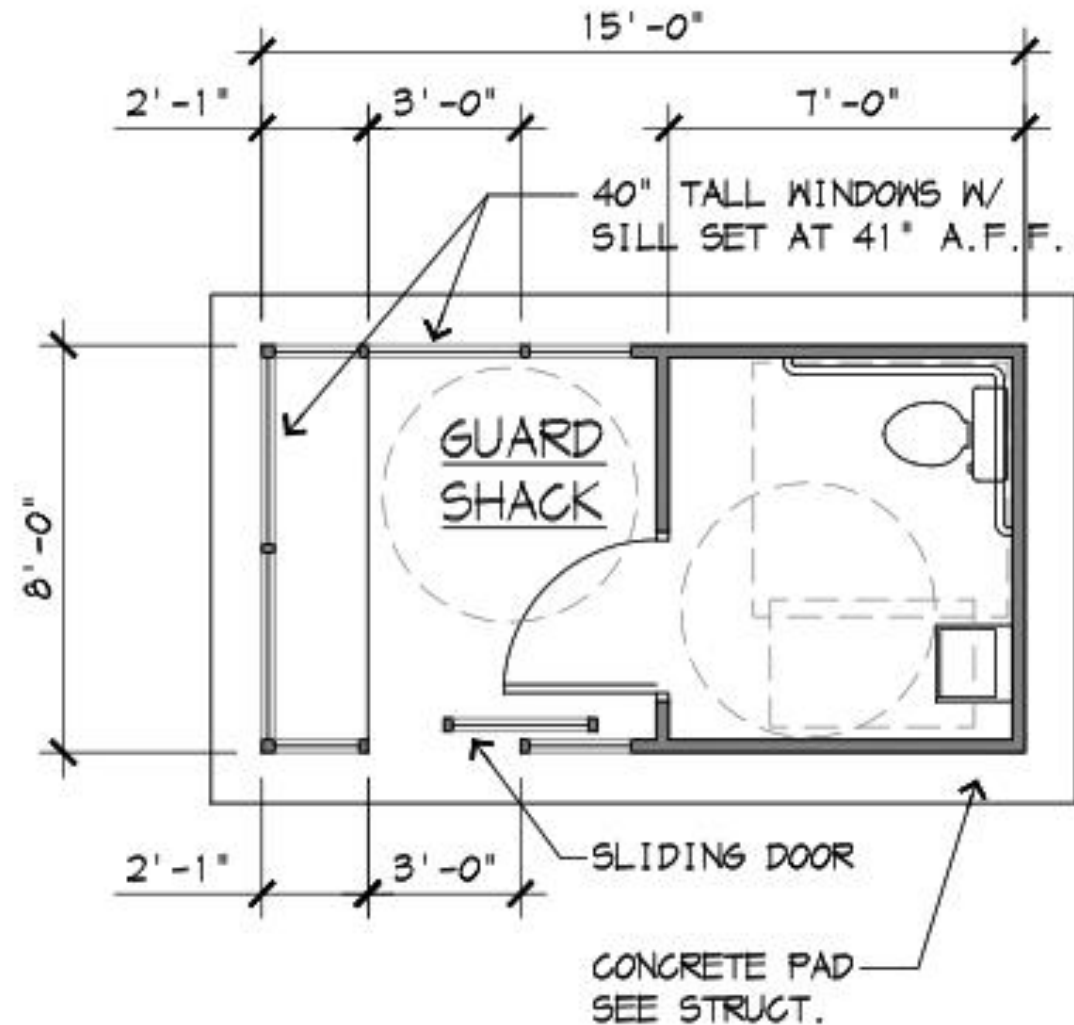
Top of low mast light pole

Cargo Containment Area



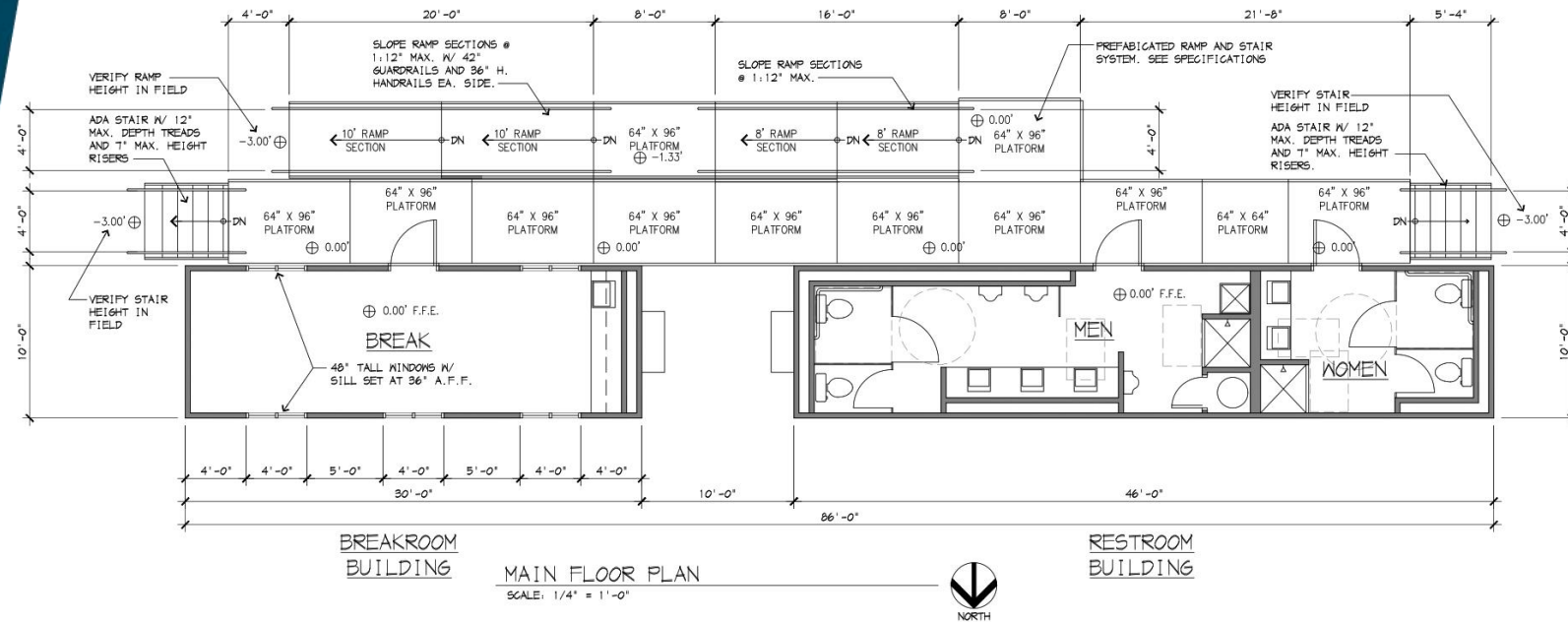
Project Elements Subject to Shoreline Permitting

Guard Shack Example



Project Elements Subject to Shoreline Permitting

*Longshore Trailers
Example*



Landscaping Modification



Requested under EMC 19.35.190.A

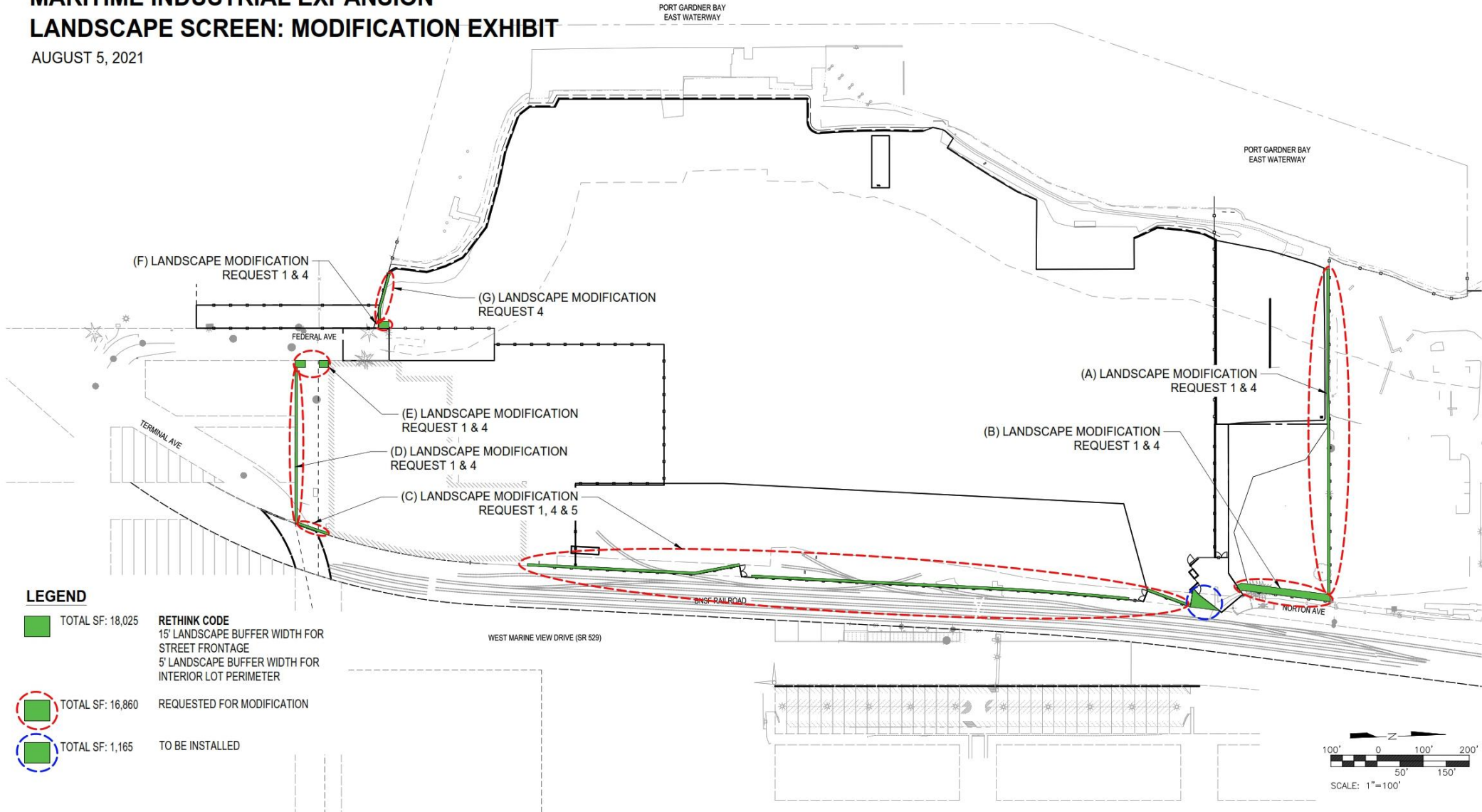
- ✓ Site is naturally screened by topography, railroad and isolated access points (Lower Norton and Federal).
- ✓ Landscaping in most typically required areas would not serve its proposed intent.
- ✓ Most surrounding properties are Port controlled and future leasehold changes could result in removal of landscaping.

Note: The Final MTCA Cleanup Action has not yet been determined and may result in the required removal of some of all landscaping in order to install a cap to reduce stormwater infiltration and impacts to groundwater.

Landscaping Modification Exhibit

MARITIME INDUSTRIAL EXPANSION LANDSCAPE SCREEN: MODIFICATION EXHIBIT

AUGUST 5, 2021



Light Pole Height Exception

Requested under EMC 19.12.070.A

- ✓ EMC 19.22.060.E.1 height limit of 55 feet with increased allowed under REV III.
- ✓ EMC 19.12.070.A allows for exception to add 20 feet at properties in Industrial zones waterward of BNSF mainline
- ✓ High mast light poles (14) will be 75 feet tall
 - 12 of the 14 are outside of the Shoreline zone
 - Will provide adequate lighting for cargo operations and security
 - Will provide adequate heights to avoid conflict with mobile cranes and cargo handling equipment
- ✓ Adjustable shielding and varying settings to avoid overspill onto adjacent properties and water
- ✓ Over 300 feet from residential



Viewshed Analysis

View of Site Circa 2012



Viewshed Analysis

View of Site Circa 2021



Viewshed Analysis

View of Site 2021 with proposed High Mast Light Poles



Proposed Norton Terminal

Existing Conditions Photos



Community Benefits



✓ **Economic Development**

- Restore approximately 950 direct, indirect and induced family wage jobs to the site
- Significant local tax generation for the city/county/state
- Create 800 temporary/interim construction jobs

✓ **Environmental**

- Continue cleanup effort under MTCA and install cap, stormwater system and other elements to protect human health and the environment

✓ **Quality of Life**

- Balances this unique waterfront property to promote economic development (jobs and tax base) and cleanup (environment) and public access

Public Access

While on site public access is not required under the Shoreline Master Program, the Port is committed to building off site waterfront public access under our 2% for Public Access program that:

- ✓ Provides ADA compliant outdoor recreation
- ✓ Is compatible with adjacent uses
- ✓ Will be consistent with and agreed to by City of Everett
- ✓ Is appropriate in balancing the working waterfront (terminals) with recreation and community development
- ✓ Commits \$600,000 toward maintenance and improvement at Jetty Landing Park and Boat Launch joint ownership area



Questions?

Thank You!

